

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHPAMPTON, ANTWERP, and HAMBURG	"LUTZOW", Capt. C. Dewers	WEDNESDAY, noon, 7th October.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZESS ALICE", Capt. G. Roth	About WEDNESDAY, 7th October.
MANILA, VAP, NEWGUINEA, BRISBANE, SYDNEY and TERNATE	"PRINZ WILHELM", Capt. W. v. Soden	THURSDAY, 5 P.M., 8th October.
KUDAT and SANDAKAN	"DNEBO", F. Embill	Middle of October.

For further particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 25th September, 1908.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 614 ft. Width of entrance, top 95 ft; bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin-Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roof, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scott, A. I., and Watkins.

Yokohama, May 23rd, 1908.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIWIWONG	JAVA	First half Oct.	SHANGHAI & JAPAN	First half Oct.
TJIPANAS	JAPAN	Second half Oct.	JAVA	Second half Oct.
TJIKINI	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJILATJAP	JAVA	Second half Oct.	SHANGHAI	Second half Oct.
TJIMAH	JAVA	First half Nov.	SHANGHAI	First half Nov.
TJIBODAS	JAVA	First half Nov.	JAPAN	First half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon-Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st floor,
Hongkong, 1st October, 1908.

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS, BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquier & Co.

For further particulars, please apply to—

Fongkong, 28th March, 1908.

BARRETT & CO.,
Agents.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL-ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALLICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHIN-WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA TO HONGKONG IN 30 DAYS.

NAPLES " 29 "

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed and Comfort.

Transpacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND via VANCOUVER.

PASSENGERS TO OVERLAND AND EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER via LONDON AND PARIS

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALLICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL OLRY 12th Oct. CORSE 11th Jan., 1909.
* CEYLON 26th Nov.

1. New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

* Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 19th September, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

10

HONGKONG-WUHUA LINE

Steamers "WILTAN" and "SAN-U" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to

HUTTERFIELD & SWIRE,

Agents.

WEST RIVER BRITISH LTD. COMPANIES

Hongkong, 19th September, 1908.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF DAGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

James Ground. All kinds of Repair. Spectacles for all requirements.

Ask or write for illustrated Booklet on "Defective Sight." £1.

LONDON. CALCUTTA. SHANGHAI.

21, John Street, Bedford Row, W.C. 16, Bentinck Street.

16, Bentinck Street.

56, Nanjing Road.

NEW NATIONAL UNIVERSITY
IN PEKING.

Some time ago, the Board of Education in Peking obtained permission from the Empress-Dowager to establish a first class National University in the capital, which is to consist of 8 colleges, viz.—

- 1.—Chinese literature.
- 2.—Science.
- 3.—Foreign languages
- 4.—Medicine.
- 5.—Engineering.
- 6.—Commerce.
- 7.—Mining.
- 8.—Agriculture.

Each of these colleges is to be instructed and governed by only experienced foreign and Chinese teachers, who are to be engaged from foreign countries with the exception of those teachers who will take charge of the instruction of ancient Chinese literature.

Now the difficulty has not been in the lack of funds, for the Empress-Dowager has already granted the sum of £16,000,000 for meeting the starting expenses, but in the selection of the teaching and governing staff.

Although telegrams have been sent to the various Chinese Ministers accredited to the courts of foreign countries for competent foreigners and foreign-educated Chinese for filling the responsible positions in the proposed university, yet only Lord Li Ching-fang and H.E. Wu Ting-fang have recommended some persons, while all the other ministers have not replied as yet.

This, coupled with the time it requires to build the premises, renders it impossible to open the university for the reception of students before the end of 1910, as desired by H.E. Chang Chih-tung, Comptroller-General of the Board of Education; who in conjunction with the Mongol President, Jung Ching, is doing his best to promote Western learning in China, with a view to prevent the Chinese students from suffering ill-treatment and despisement at the hands of foreigners, when they go out to seek for up-to-date education for future services to their own country.

Thus it is the intention of H.E. Chang to enable those Chinese students who have completed their studies in the various Provincial colleges in China, to further their learnings in the proposed university, without going out to foreign lands in future.

The Empress-Dowager fully realizes the importance of the proposed National University in Peking, and Her Majesty promises to give more money if the £16,000,000 are insufficient.—*China Critic*.

CHINA'S CURRENCY.

Chinese Public Opinion says:—A great many foreign papers are now advocating what they consider to be the best policy for China to adopt in the matter of a financial policy. The general consensus of opinion seems to be that China should adopt a gold standard. With this we cannot agree. We emphatically deny that China needs a gold standard.

The majority of our people deal in comparatively insignificant sum of money. They buy their market produce with copper cents and even the insignificant but useful copper cash. No gold-using country in the world has a coin of such a small value as the "copper cash" of China. Without this medium of exchange, of so diminutive a value, the millions of China would be unable to live. For two, or three, cash, less than the old and now obsolete English farthing the Chinese coolie is able to obtain a day's sustenance. Turn the currency of the country into gold and, like the farthing, the diminutive coins called "cash" will vanish and we shall have the "unemployed" in its place.

For China there is not only to be considered the original expense of changing a currency from an erratic silver, copper and alloy basis to a gold one, but the ground of giving an adaptable item of exchange in the smallest village of the interior which must be considered. Suppose for instance that China adopts a "gold dollar" standard, similar to that in use in America, what will be the proportionate value of one (brass or copper) cash. Where will the effect of this gold standard become most beneficial? Will the people in the interior benefit by getting their goods at cheaper rates than at present if a "gold standard" is adopted?

The gold standard if introduced, will principally benefit the foreign merchant and the so-called "dealers" who trade with him in the treaty ports. The interior market of China at the present day are not seriously affected by the fluctuations of exchange. Here we wish to state that several months before the merchant in the treaty ports makes his bargain with the foreign importer his "drummer" has taken his order and fixed his price, etc. with the country retailer. The vagaries of exchange in the interior have no interest whatever for this the real purchaser of the goods.

At present China's currency is in a terribly muddled condition. We have taught a purely hypothetical medium, of varying values. We have dollars as variegated as the colours on the mythical coat of Joseph. We have subsidiary coinage, a good deal of it fraudulent, which is of unknown value. We have copper cents which also are of varying repute and which cause great trouble to the Customs official owing to the constant transport of the better quality to the provinces where inferior coinage is traded off on the credulous native.

With the trader in the treaty ports or his foreign confers, we may need a synchronisation of finance for our export and when this happy time arrives we trust that we may be in a position to convert our currency into any standard which we may desire. In the mean time, looking at Japan as an example, we do not see that the adoption of a gold standard will be beneficial.

Auction

PUBLIC AUCTION.

THE Underaged have received instructions

PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED.

SATURDAY, 10th OCTOBER, 1908.

the 3rd October, 1908, at 10 a.m. at the Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

A LARGE ASSORTMENT OF JAPANESE CURIOS.

Comprising—

GOLD, DAMASCENE WARE, CARVED

IVORY, FIGURES, and ORNAMENTS.

OLD BRONZE WARE, BOWLS, VASES,

BRASS FLOWERS, POTS, VASES, KIN,

KOAN, SATSUMA, VASES, BOWLS,

WALL PLATES, INCENSE BURNERS,

MOTHER-OF-PEARL, INLAID SCREENS,

PANELS, SILK-EMBROIDERED WALL

HANGINGS, TABLE COVERS, BED

COVERS, CHERRYWOOD CARVED

CABINET, S-Q-W CASKS, CHERRY-

STANDS, &c., &c.

OLD JAPANESE ARMOURS, CLOCKS,

and CARVED WOOD BUDDHAS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 28th September, 1908.

Intimations.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

THIS SEASON'S SPECIALTIES—

Lime Fruit
Champagne,
Dry Ginger Ale,
Lemon Squash,
Champagne Cider,
Orange Champagne.WATSON'S
FRUIT SYRUPSMixed with Aerated or plain
water make.DELICIOUS COOLING
DRINKS.Guaranteed to be made from the
PURE JUICE OF SOUND RIPE
FRUIT.A. S. WATSON & CO.,
LIMITED.

HONGKONG, CHINA AND MANILA.

ESTABLISHED 1841.

Hongkong, 29th September, 1908. (33)

NOTICE.
All communications intended for publication in THE HONGKONG TELEGRAPH should be addressed to THE EDITOR, 1, Ice House Road, and should be accompanied by the writer's name and address.

Ordinary business communications should be addressed to THE MANAGER.

The Editor will not undertake to be responsible for any rejected MSS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$15 per annum.
The daily issue is delivered free when the address is accessible to messenger. On issues sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 1, 1908.

SHANGHAI IN 1907.

The year 1907 was one of great interest to Shanghai, the great commercial centre from which the provinces of the Yangtze are clothed and furnished with the manufactures of Europe, and to which in turn a great portion of the Chinese Empire sends its surplus products for distribution throughout the world. From all sides came the complaint of hard times, a deadlock in business and financial distress, but in spite of most harassing conditions the port held its own, and amongst the foreign merchants there was no failure of any importance. The fact that building operations progressed at unusual speed, that the value of land in the foreign settlement stands at a very high figure, and that the tonnage of shipping entered and cleared shows a constant increase, all tend to show a healthy vitality in the community and hopeful prospects for the port as soon as the temporary conditions of slackness have passed. The reason for the depression was a year of bad crops and general want in 1906 and the consequent poverty of the consuming classes. This was aggravated by over-buying, especially in piece-goods, which left the market seriously overstocked at the beginning of 1907, and the year was spent in clearing off the surplus stocks under conditions of demand and exchange which proved very trying to the small capitals.

Other noticeable features of the year were the development of railway communication, the linking of the port of Shanghai with the city of Nanking, and in shipping circles, an important change in the number of ships which, encouraged by conference rates, carried cargo direct from Hankow and from Tsinan to Europe and America.

The prosperity of the port is so closely bound up with the trade in piece-goods, that disastrous results were anticipated when a heavy drop in exchange occurred in September and October; large quantities were being carried in sterling, mostly on native account, and nearly 70 per cent. of the Chinese dealers were unable to meet their obligations. It is hoped, however, that this will prove a healthy break in the trade, and that in clearing the market of superfluous and unsound goods the commercial signs of port will benefit directly when operations reach the normal level.

Apart from actual trade conditions, Shanghai asserts itself increasingly year by year as an important factor in the life of the Empire. The great stimulus which has been given to education draws numbers of young men from the provinces to gain in the foreign settlement some practical knowledge of the possibilities of the West. The installation of 26 miles of electric tramway was expected to raise a storm of indignation among the natives of the coolie class, but the innovation has passed, almost without comment, and the cars are thronged with Chinese passengers. The progress of the conservancy work in the river between Shanghai and Woosung has been an object-lesson in the powers of the modern dredger and possibilities of handling waterways for the purposes of irrigation. The advantage of clearly-defined laws and security of property are recognized by the eagerness of native capitalists to acquire land and other securities within the area under foreign jurisdiction. The scope which is afforded by sound finance and international credit is fully realized, and the only difficulty of foreign firms is to prevent the native merchants from reaping too freely upon these valuable assets.

SHANGHAI—NANKING RAILWAY.

Perhaps the event of greatest interest in the commercial life of the port during the year has been the opening to traffic of the line of railway from Shanghai to Nanking, a line only 93 miles in length, but the first, unbroken without doubt, of a complete link between the coast and the undeveloped resources of the west. The line has been completed within three years. The line is a portion of the Imperial Chinese railways, and they have been fortunate in obtaining the services of Mr. Fope, an Indian expert, in dealing with the traffic, which will be recognized on lines already found successful in dealing with an Oriental people. It has been found that a very low rate is necessary to attract passengers, and within a few months the railway has captured almost all this traffic from the old launch services. During the year over 3,000 passengers have been carried, and the railway is already becoming popular for certain classes of goods, such as silk, cocoons, tribute rice, cotton-yarn, opium and cattle. All the cocoons now go by the railway, owing to the advantage of rapid transit to the Shanghai market, and the native merchants of one district alone estimated that a saving of 10,000 had been effected by railway transit for the season. Satisfactory customs regulations have now been obtained with regard to foreign goods moving along the railway. The question of *lin* for native goods, however, is still in a difficult and uncertain position, and the charges are so heavy that the goods are unable to utilise the railway to any considerable extent. This is, however, a difficulty which must soon be overcome, as not even the vested interests in the various launch services can stand for long against the vigorous public opinion which is asserting itself in favour of railway transit.

Roads and steam-launches are gradually tending to act as feeders to the line, and throughout its whole length the railway has already asserted itself as a distinct power in the land. This is, however, a difficulty which must soon be overcome, as not even the vested interests in the various launch services can stand for long against the vigorous public opinion which is asserting itself in favour of railway transit.

The results of the carrying trade during the year were of a disappointing nature, as the quantity of cargo so handled never exceeded normal limits, and there was still too much tonnage on the coast. Many of the "outside" steamers which centred here during the war, however, have been forced to leave and the outlook for the coming year is therefore rather more hopeful. The situation may be traced to a great extent to the general depression in all branches of commerce and to keen competition which existed to obtain any trade that was offering even at very low rates. Although the figures do not show so marked an increase as in the years 1905 and 1906, there has been an increase of tonnage entering and clearing during the year, and there is no sign that the high position of Shanghai as a shipping port is likely to be adversely affected by temporary conditions of commercial depression.

The Homeward Freight Conference has taken a step during the year which is not without interest. For many years past there has been great difficulty with regard not only to homeward-bound freight but also to cargo transhipped here from coastal and Yangtze ports. The conference has therefore retained the services of a sworn measurer, who holds much the same position as the officers performing similar duties at Calcutta and Bombay on behalf of the Chamber of Commerce. The absolute impartiality of the system has given great satisfaction both to the conference and to shippers of cargo, and the innovation is distinctly a progressive step in the life of the port.

RETROSPECT.

THREE persons were suffocated and one man was sent to the Government Civil Hospital in a serious condition as the result of a fire which broke out early yesterday morning in a shop occupied by a herbalist, in Bulkeley Street, Hunghom. The whole building—a three-storyed one—was destroyed. The house was covered by insurance. During the blaze many persons sought safety by jumping out of the verandah. One man was burnt by this means. Three other people who could not escape in time lost their lives. Their charred remains were later found by the police.

Mr. David McLean, aged 75, Littlewood Park, Alford, Aberdeen, and 51, Kensington-court, London, who died on June 18 last, left personal estate in the United Kingdom valued at £152,489. Mr. McLean was a large holder in his old bank, the Hongkong and Shanghai Banking Corporation, his shares being valued at £4,000. In the Mercantile Bank of India, Limited, his holding is valued at £20,000, and in the Imperial Bank of Persia, Limited, £17,500. In addition to these holdings, the testator had shares in the Lamson Pangon Supply Company, Limited, of which he was a director, valued at £12,000; in the Lamson Store Service Company, Limited, £1,400; and in Thorpe and Co., Limited, £4,000. There were also large holdings in several other banking institutions.

A LITTLE FINE ENTHUSIASM.

THE TRIAL OF HOLMES CONTINUED.

The trial of H. S. Holmes, a merchant, trading as the Eastern Commercial Company, of Queen's Road, for alleged obtaining the sum of \$5,000 from Chung Tsin Lam, a compradore, with intent to defraud, was concluded before Mr. J. R. Wood, in the Police Court, this afternoon.

Mr. C. F. Dixo, of Messrs. Hastings and Hastings, again appeared for the prosecution;

Mr. H. K. Holmes acted for the defence.

The cross-examination of the defendant was concluded.

He said that when he received the \$5,000 from Sit Yeung Kit he banked the money, with the exception of about \$500 he paid out, such as solicitor's costs and office expenses.

Mr. Dixon then questioned the defendant at length on certain entries in a book, which defendant explained were spent for the expenses of the office.

Mr. Dixon—Who is this Mr. Greenwald?

Defendant—A gentleman, residing at Connaught Hotel.

I see you gave him two cheques for \$40 each? What were those for?—Private work.

What was the nature of the work?—Office work.

I put it to you that you paid these cheques over to get the loan of a cheque for \$1,000 from him?—No.

I put it to you that you wanted to get the \$1,000 cheque, but not to put it into circulation, is that so?—Yes.

That's right?—Yes.

What business did this Mr. Greenwald do?—General business. He is a traveller and took up any business that came along.

When you closed your banking account in June there was a balance of \$184 odd?—Yes.

And what became of that?—I put it into my private business.

Do you think you were entitled to use Ko Ah Hin's security for your own private business?—Yes, I considered it a loan.

Do you consider this prospective contract for the railway had any connection with the other business at 33, Queen's Road?—It was apart from that.

Why did you mix your business up like that?

The Court—You kept no separate account books for the two businesses?—No.

The accounts were all in one?—Yes.

The books were produced and defendant was called upon to mark at the side of each item what was expended in connection with the office. This included stamps, ricksha fees, office furniture, etc., rent and salaries.

Mr. Dixon—You went to Messrs. d'Almada and Smith to draw up your compradore agreement?—Yes.

And who paid that bill?—At present it is unpaid.

But they look towards you for payment?—Yes. It was agreed between himself and the compradore to go halves in paying the bill.

You were born in Hongkong, were you not?—Yes.

And educated here?—Yes, until I went home.

When did you go home?—When I was about six.

And how long did you remain at home?—About ten years.

And you have been here ever since?—Yes, except for visits to Australia and other such places.

Do you understand Chinese?—Only a few words.

You don't understand Chinese?—I can't understand a conversation. Only a few words.

This concluded the cross-examination.

Mr. H. K. Holmes produced two documents. One, he said, was a deposit note for \$2,000, and the other related to the \$5,000 security.

Mr. Dixon said that the first document had no mention on it of defendant's name, and the other did not mention the sum of \$5,000.

Re-examined, defendant said that he had a claim against the Kwong Sing firm for \$500 odd, \$100 odd against the Dragon Cycle Depot, \$3,600 against a firm in Canton, and \$500 against Short and Company. According to the agreement the \$5,000 was placed as his disposal, and he dealt with the money as if it belonged to him. A motor boat, valued at \$1,000, was sold for \$50. The boat was not advertised for sale. Within twenty-four hours the boat was re-sold for \$70.

The Court—Wasn't the boat sold by the bailiff of the Supreme Court?—Yes.

When you handed Sit Yeung Kit this cheque, was it good?—I handed it to him in the afternoon.

Was it good?—No. But I intended to pay the money into the bank later that afternoon or early next morning. Next morning he met Sit Yeung Kit and asked back for the cheque. The cheque was for \$50. Sit Yeung Kit, and defendant proceeded to Mr. H. K. Holmes's office. There defendant borrowed from his brother \$100 and paid Sit Yeung Kit, asking back for the cheque and a receipt. Sit Yeung Kit took the \$100 note and left to get it changed, but when he returned he said that he would keep the other \$10 on next month's account.

There were no partners in the Eastern Commercial Company. The company's capital was not much, about \$3,000. He had not ear-marked that as belonging to the Eastern Commercial Company.

His sole object in opening the second business was that he might do business brought to him by the Chinese. It was not his object of doing business on his own initiative. As a matter of fact he did independent business in the name of the Eastern Commercial Company.

The Court—Why didn't you do business under your own name?

Defendant—At the time the contracts were entered into for the Eastern Commercial Company there was no "H. S. Holmes and Co."

There was a clause in the agreement that

you were to pay your compradore a salary

what was that for?—To pay his staff and to go round and bring in business.

Under this agreement you have signed a receipt for \$3,000?—Yes.

As a matter of fact you only received \$200?—Yes.

And signed for three?—Yes.

You only received \$1,000?—Yes.

Well, would you like to alter that statement?—Yes.

Now, you told us you have a promissory note for \$1,000 to fall due in December?—Yes.

What interest is there on it?—No interest.

No interest?—to be paid?—No interest!—Yes.

been arranged.

What security have you for lending this money?—I know the man's relatives have a little money, and he himself has a share in a firm.

What makes you think his people have money?—I was told that they have small property.

Shortly before four o'clock, the defendant was excused from the stand, and the complainant was re-called by the Court.

The case was still proceeding when the report closed.

HOUSK KENT IN ARREARS.

WELL-KNOWN CONTRACTOR CONSENTS TO JUDGMENT.

An action to recover \$362,30 was brought against Chan Ah-King, a contractor, by Mr. J. R. Michael, a member of Prince's Building, in the Supreme Court, this morning. The amount alleged to be due for arrears of rent in respect of the measures and premises known as "Greenmount," 18, Bonham Road. Mr. P. S. Dixon appeared for the plaintiff. The defendant was represented by Mr. A. Holborow, of Messrs. Deacon, Looker and Deacon.

Judgment was consented to by the defendant, and a stay of execution was allowed.

MARINE COURT.

DISOBEDIENCE POLICE ORDERS.

In the Marine Court, this morning, before the Hon. Commander Basil R. H. Taylor, R.N., Harbour Master, Police-Sergeant George Jackson charged Chab Kui, a boatwoman, with unlawfully failing to stop her boat when called upon to do so by a Police officer in the harbour yesterday. Defendant admitted the offence.

Policeman Jackson stated that at about 3.30 p.m. yesterday afternoon, when off West Point, he called upon defendant to stop her boat. He was about twenty yards off. She did not stop her boat, but went alongside the s.s. *Dervent* and discharged several passengers. She then shoved off and proceeded alongside the Police launch. Witness asked for her licence, which she produced. He counted seven passengers leave defendant's boat, and when she got alongside him, there were no passengers or cargo on board.

Defendant pleaded that she was compelled to go alongside the ship by the passengers, although she wished to stop. Asked why she carried passengers when her boat was a cargo boat, defendant said that the passengers compelled her to take them. She knew she was not allowed to carry passengers.

A fine of \$5 or 14 days' imprisonment was imposed on each charge.

NO LIGHT AND EXCESS OF PASSENGERS.

In the same Court, Liung Mui, another boatwoman, was charged, at the instance of Police-Sergeant W. R. Sutton, with (1) failing between sunset and sunrise to exhibit a light at the bow visible all round on board her boat in the harbour yesterday, and (2) with carrying six passengers in excess of the number allowed by her license. Defendant admitted both the charges.

Prosecutor stated that at 7.30 p.m. yesterday, he saw defendant's sampan under way off the Canton Wharf without lights. He called her alongside, and drew her attention to the fact, but she gave no answer. When she came alongside witness, he noticed that the boat was loaded down to the water's edge with passengers and luggage. He took the passengers—eleven adults—on board the Police launch and landed them.

Regarding the first charge, defendant said that the light was blown out by the wind. As to the second, her statement was that she did not want to take the passengers but they rushed

Telegrams

"HONGKONG TELEGRAPH" SERVICE

CHINESE RAILWAYS

DIRECTORS IN CONFERENCE

[By courtesy of the "Shung Po"]

Shanghai, 30th September.

A conference was held in Shanghai yesterday of representatives of railway companies throughout the Empire.

Officials, representing twelve different railroads, were in meeting together.

FRENCH WARSHIPS

UNFOUNDED CHINESE SUSPICION

[By courtesy of the "Shung Po"]

Peking, 30th September.

Some French warships have entered the waters of Kiangsi Province with no ostensible reason whatever.

The Waiwupu has applied to the French Minister in Peking for an explanation.

M. Babst's reply was to the effect that the warships' visit was for the protection of French subjects.

TIBET

PRINCE SU TO ASSUME ADMINISTRATION

[By courtesy of the "Shung Po"]

Peking, 30th September.

The Dalai Llama will have an audience with their Majesties on the 5th inst., instead of as previously arranged.

It is proposed by the Imperial Government to despatch Prince Su to Tibet with the Buddhist Pontiff vested with the powers of assuming the administration of civil affairs.

[Reuters.]

The Fakumen Railway

London, 29th September.

The London Times, in a special article on the Fakumen railway question, says that a feeling exists that claims arising out of the Japanese position along the Manchurian railway ought to be settled within their precise local limits, and ought not to be extended west of the Liao River.

Japan by formally recognizing this, and acting thereon in reference to the Fakumen railway, might avert a discussion on some large general questions which it can hardly serve her interests to raise.

The Casablanca Incident.

M. Pichon, French Minister of Foreign Affairs, has discussed the Casablanca incident with the German Chargé d'Affaires in the most conciliatory manner.

General d'Amadé, in his official report, says that he is in possession of the original order given by the German consul to his secretary to secure the embarkation of six deserters, three of whom were non-Germans, and that a consular employé struck the first blow, the secretary himself following it up.

Later.

A Municipal Bequest.

The millionaire banker Samson has bequeathed a million and a half sterling to the Berlin Academy of Science.

The Bulgarian Question.

Prince Ferdinand of Bulgaria, who is visiting Vienna—summoned the Bulgarian Premier and the Minister of Commerce to an audience, after which they returned to Sofia.

Morocco.

The Austrian and Italian replies to Franco-Spanish Note on Moroccan questions substantially concur therewith.

INTERPORT SHOOTING.

THE HONGKONG TEAM

The annual Interport Rifle Competition between Hongkong, Shanghai, Singapore and Peiping took place between the 10th and 14th instant, and as far as can be seen at present, the local team will probably consist of—

Messrs. A. Jenkins, J. C. Gow, J. H. Pidgley, R. Lippay, G. P. Lamont, J. P. McGillivray, and Sergeant Wright, Munro, Sayer and Hall, of the 4th Middlesex Regiment.

SALE OF THE "POCAHONTAS."

PURCHASED BY CHINESE FOR IMMIGRATION TRADE.

We learnt from a reliable shipping source this morning of the sale of the steamer *Pocahontas* to a certain Chinese firm in the Colony. The sale was confirmed on inquiries being made at the offices of her agents, Messrs. Dodwell and Company, Ltd., to-day, but no other particulars could be obtained, such as the name of her purchasers, and the sum at which the vessel changed hands. The sale, however, we learn, was completed early this week.

The *Pocahontas* is now in the hands of the Hongkong and Whampoa Dock Co. undergoing repairs. It will be remembered by readers that among the vessels which were washed ashore on the beach at Stonecutters' Island during the typhoon of 23rd July was the *Pocahontas*. Her position for a time was one that caused some anxiety. A thorough examination revealed injuries to her bottom plates, and after these had been temporarily patched, she was refloated and taken to dock. In a few days' time the vessel will leave dock, and, it is believed, her new owners will put her into the emigration trade.

The *Pocahontas*, like her sister-ship the *Pocahontas*, is a vessel of 4,262 tons, built in 1900, by Furness, Withy and Co., Ltd., of W. Hartlepool, and was formerly owned by the Chesapeake and Ohio S. Co., Ltd.

THE HEALTH OF EASTERN GARRISONS.

The following are extracts from the Army Medical Department Report for the year 1907.

STRAITS SETTLEMENTS.

"The health of the troops at Singapore showed distinct improvement as compared with last year, and an even greater improvement when a period of five years is taken. The total inefficiency from sickness in 1907 has been little more than half that which it was in 1903, and the number of deaths shows an equal reduction, though compared with last year this ratio has increased. The reduction in total inefficiency is due, as pointed out in last year's report, to a reduction in the amount of malaria. Thus the admissions from this cause have been in the year just past only one-tenth of what they were in 1903, and less than two-thirds of what they were in 1906. This reduction is attributed in part to the discontinuance of the practice followed up to July, 1906, of treating cases suffering from malarial fever in barracks. This latter practice naturally permitted of the infection of healthy men from those already suffering from the disease. To addition to the isolation of these patients, which their admission to hospital facilitated, quinine was administered on two evenings weekly to all patients for one or two months after their discharge from hospital.

A considerable extent of jungle has been cut down or uprooted, several pools of water, disused wells, and some small swamps have been filled with earth, and some mosquito proof water-cisterns have been provided. As last year, there has been a certain amount of dysentery, but this has been far more prevalent amongst the Indian troops at Alexandra Barracks than amongst the Europeans. The same remarks that have been made when speaking of the native troops at Hongkong are applicable here. Debility and disease of the digestive system, dietetic in origin, and probably connected with a deficiency of green vegetables are very prevalent.

As regards European troops, the only other important cause of inefficiency besides malarial fevers has been venereal diseases which were responsible for one-quarter of the total admissions to hospital.

HONGKONG.

Native Indian troops seem to stand the climate worse than British troops, and suffer from a chronic condition that presents features linking it on the one hand with pernicious anemia, and on the other hand with scurvy. The Sanitary Officer considers that the origin of this dyscrasia is dietetic in its nature, and connected with a deficiency of fresh vegetables and fresh milk. The latter, owing to the fact that the Chinese themselves never drink it, looking on it as an excrement and not a secretion, is very expensive."

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 30th at 7.45 p.m.—No night signal hoisted.

The depression in the China Sea to the N.W. of Luson seems likely to become deeper. It is probably moving Westwards.

On the 1st at 6.0 a.m.—Red South Cone hoisted.

On the 1st at 11.45 a.m.—Signal lowered.

The barometer has risen moderately over China, and a slight rise has taken place also in the S. Philippines.

The depression probably exists as a trough stretching from the Paracels to the Eastwards of the Dabie-gang Channel, the lowest pressure being shown in the neighbourhood of N. Luson.

Pressure is high over Central China. It remains over the N. part of the Sea of Japan.

Strong N.E. winds to gales may be expected in the Formosa Channel and the N. part of the China Sea.

The Japanese returns are not yet to hand. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.09 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, strong; fair.

2.—Formosa Channel, N.E. winds, strong to a gale.

3.—South coast of China between Hongkong and Lantau, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

A LADY'S DIAMONDS.

SUED FOR WORK DONE.

In the Supreme Court, to-day, Messrs. Ulmann and Company, jewellers, and Miss Mabel Head, who resides or did reside at the King Edward Hotel, for \$10 for work and labour done and materials supplied.

Mr. Grist (for the plaintiff) said that the defendant went to the plaintiff firm and requested the manager to take two diamonds, which had been set as "earrings out of their setting, and to put them into a ring, which, she intimated, she would purchase. The plaintiff had the diamonds re-set, and although the defendant expressed her approval, she refused to take up the bargain.

The manager of the plaintiff firm valued the diamonds at \$1,000 odd.

The defendant was not represented, and judgment was entered for the plaintiff with costs.

WEDDING OF CHICAGO MILLIONAIRE.

MRS. MARSHALL FIELD IS MARRIED.

It may safely be said that seldom, if ever, has the fashionable head-registry office of the St. George's, Hanover sq., district, in Bucking-ham Palace-ld., held within its four walls the representatives of so much wealth as it did yesterday (Sept. 3) at noon.

The occasion was the wedding of Mrs. Marshall Field, widow of the only son of the great Marshall Field, the Chicago multi-millionaire, to Mr. Malvyn Drummond, of Cadland, Southampton, a member of the wealthy and historic banking family, and a cousin of the enormously rich Duke of Westminster. It was a "marriage of millions" such as romanticists often write of, but which real life seldom has the opportunity of witness.

A HUGE FORTUNE.

The bride's late father-in-law left an estate worth over \$30,000,000 in January, 1906, to be divided, mainly among his widowed daughter-in-law's two young sons, Marshall and Henry. Young Marshall, who is now 14, is known as "the richest boy in earth," and the presence of him and his young brother at yesterday's wedding contributed to the gilt-edged character of the brief, romantic ceremony.

The secret of the wedding was well kept. Ex-^{re}p. the registrar, Mr. Hamilton, only the contracting parties and their witnesses, numbering six in all, were present. But among the friends, of both parties, the happy event will come as no great surprise, for the couple have known each other for nine years, the bridegroom having been a close friend of the bride's late husband.

ARRIVED BY MOTOR CAR.

Everything went off very simply. Mrs. Field, who has for some time past occupied a house in Berkeley-st., besides keeping rooms at the Ritz Hotel, motored up with her two sons and her maid just before noon, the bride simply attired in a dark travelling dress, and were quickly followed by the bridegroom and the Duke of Westminster, who walked from the latter's house in Brook-st. They had both come down from Scotland, where Mr. Drummond had been the duke's guest for the shooting.

Later there arrived Mr. Craig W. Wadsworth, the second secretary of the American Embassy, who had previously arranged the details of the ceremony.

At 12 o'clock the ceremony, which was by ordinary license, began, the maid waiting in the motor-car outside, and in a quarter of an hour the proceedings were over.

SIGNING THE REGISTER.

Then came the signing of the register. The bridegroom here described himself as:

Malvyn Drummond, aged 36 years, bachelor, of independent means, residing at 4, Down-st., Piccadilly, son of Edgar Atheling Drummond (deceased), who was also of independent means.

The bride's name was entered in the following form:

Albertine Louise Field, otherwise Albertine Louise Marshall Field, aged 33 years, widow of 25, Berkeley-st., Mayfair, daughter of Louis, Huck (deceased), of independent means.

The Duke of Westminster; Mr. Wadsworth;

"the richest boy in the world," young Marshall Field; and his brother Henry, signed as witnesses.

OFT TO PARIS.

The whole party then drove to the Ritz for luncheon; and by the 2.20 p.m. train the couple left London for Paris, where they start a motor-tour on the Continent.

THE MONARCHY.

"The richest boy in the world" and his brother are, it is understood, to be sent to Eton before the year is out, and will, it is further understood, be naturalized as English subjects.

MARSHALL FIELD'S HUGE BUSINESS

ENTERPRISE IN CHICAGO.

The original Marshall Field, founder of the tuxes of the mammals Chicago store, was brought up on a farm in Massachusetts. He worked as clerk in a dry goods business at Pittsburg, and at the age of 30 was senior partner in the firm of Marshall Field and Co.

His first wife died about 1898, and he married again at St. Margaret's, Westminster, in 1905, when he was 30 years old, to a wife aged 57. He died early in the following year.

His death occurred only two months after that of his son (the husband of the bride of yesterday), which occurred through a revolver accident. The old man made over the bulk of his estate to his favorite grand children, Marshall and Henry—sons of yesterday's bride—in order to perpetuate his name.

The huge sum of \$2,000,000 was to remain intact for 40 years, and the greater part of the income was to be re-invested.

At compound interest, therefore, it is reckoned that young Marshall Field, by the time he is 50, will have full control of \$100,000,000.

Strong N.E. winds to gales may be expected in the Formosa Channel and the N. part of the China Sea.

The Japanese returns are not yet to hand.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.09 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, strong; fair.

2.—Formosa Channel, N.E. winds, strong to a gale.

3.—South coast of China between Hongkong and Lantau, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

INTERPORT SHOOTING.

THE HONGKONG TEAM

SALE OF THE "POCAHONTAS."

PURCHASED BY CHINESE FOR IMMIGRATION TRADE.

A MONK'S LENDHABA'S CLAIM.

TWO JAPANESE SUED.

Hermin Singh, an Indian money-lender, employed as watchman on the Lee Kee wharf, brought a claim against K. Nakagama and C. Hirata, of 9, Albany Street, Wan-chai, to recover the sum of \$1,57, being the amount due on a promissory note dated 1st December, 1905.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the plaintiff, while Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morell, acted for the defendants.

Mr. Goldring produced a receipt received which was alleged to have been signed by the original plaintiff, and he denied knowing Hermin Singh.

Mr. Justice Gompers adjourned the case until to-morrow to prove the signature on the receipt.

EUROPAIKIN'S MEMOIRS.

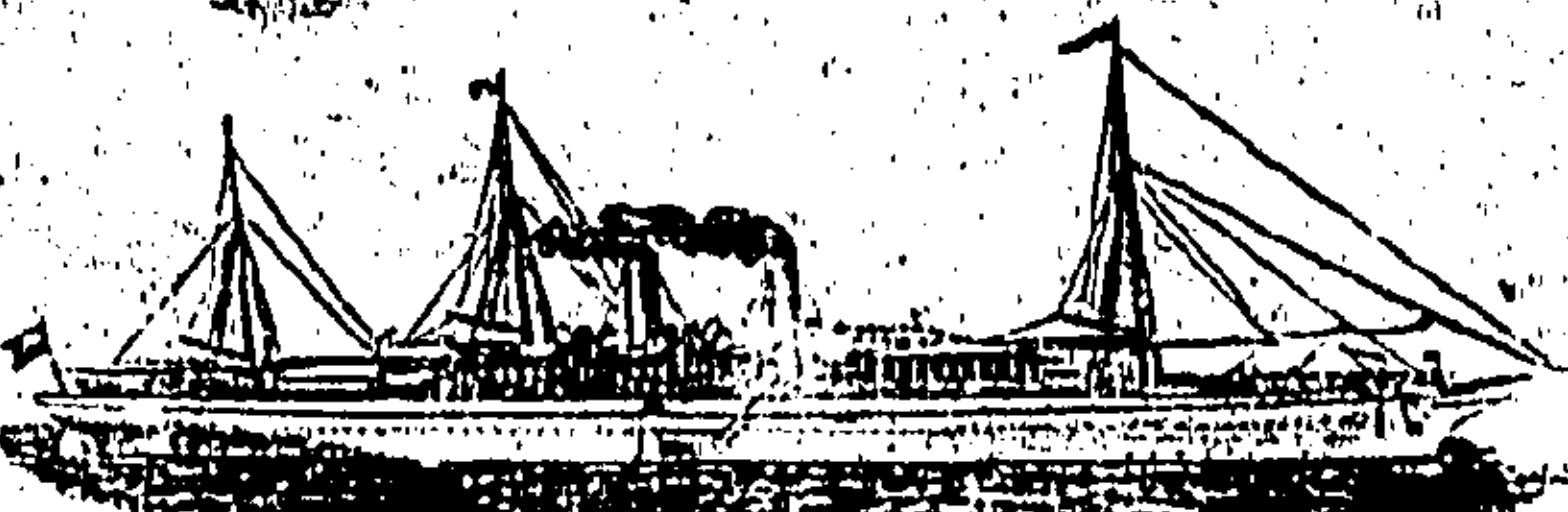
THE CAUSES OF THE RUSSO-JAPANESE WAR.

The first of an important series of articles covering General Europaikin's Military and Political Memoirs appears in the *General* number of *McClure's Magazine*. General Europaikin in these memoirs, which were suppressed by the Russian Government, show the Russo-Japanese war to have been a war more barbaric and medieval in its origin than could have been imagined. It was not, primarily, a war of nations' antagonism; it was a war of sectional greed. A million men were killed, wounded or disabled; hundreds of millions of dollars, were lost to protect the property of highly placed personages in a tiny kingdom in Korea.

Other concessions had a considerable effect

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Sailing 5 to 10 Days Ocean Travel.
12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER
"MONTEAGLE" 6,163 SATURDAY, Oct. 3rd Oct. 27th
"EMPEROR OF INDIA" 6,000 SATURDAY, Oct. 17th Nov. 7th
"EMPEROR OF JAPAN" 6,000 SATURDAY, Nov. 7th Nov. 28th
"EMPEROR OF CHINA" 6,000 SATURDAY, Nov. 18th Dec. 9th
"MONTEAGLE" 6,163 SATURDAY, Dec. 12th Jan. 5th, 1909.
"EMPEROR OF INDIA" 6,000 SATURDAY, Dec. 26th Jan. 16th
S.S. "LENOX" and "GLENFARG" are Freighters only and do not carry Passengers
"EMPEROR" steamships depart from Hongkong at 4 P.M.
S.S. "MONTEAGLE," "LENOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatin "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.... 44. " 42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (1st class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China, and elsewhere.

For further information write to, Roots, Hand Books, Rates of Freight and Passage, apply to W. W. CRAIBDOCK, General Traffic Agent for China, etc.,

Corner Pedder Street and Praya, Opposite Blaik Pier.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)
For Steamship On
SHANGHAI, YOKOHAMA, KOBE KUTSING* FRIDAY, 2nd Oct., Noon.
SHANGHAI VIA SWATOW CHOVSANG* FRIDAY, 2nd Oct., Noon.
MANILA YUENSANG* FRIDAY, 2nd Oct., 4 P.M.
SHANGHAI, ANTUNG and NEW CHWANG WAISHING* SUNDAY, 4th Oct., Daylight.
SINGAPORE, PENANG & CALCUTTA, NAMSANG* FRIDAY, 9th Oct., 1 P.M.
MANILA LOONGSANG* FRIDAY, 9th Oct., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 14 DAYS.
The steamers Kutsing, Namsang and Loongsang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
General Managers.

Telephone No. 61.
Hongkong, 30th September, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.
FOR STEAMERS. TO SAIL.
SAMARANG & SORABAYA SHANTUNG 3rd Oct., 2 P.M.
SHANGHAI KIUKIANG 5th " 4 P.M.
CEBU & ILIOILO SHUNGKUANG 6th " 4
MANILA TIAN 6th " 4
NEWCHWANG NANCHANG 6th " 4
WEIHAIWEI, CHEFOO & TIENTSIN HUANGHOU 8th " 4
MANILA, ZAMBOANGA and AUS- TAIYUAN 10th " 4

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 1st October, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships—Electric Light—Perfect Cables—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship. Tons Captain. For Sailing Dates.
RUBI 1540 Almond MANILA SATURDAY, 3rd Oct.,
at Noon.
ZAFIRO 1540 R. Rodger " SATURDAY, 10th Oct.,
at Noon.

For Freight or Passage, apply to

SHEWAN TOME'S & CO.,
GENERAL MANAGERS.

Telephone No. 26. September, 1908.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR
STRAITS, Ceylon, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship

"DEVAHNA"

Captain T. H. Hides, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 3rd October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's SS. Victoria, 7,000 tons, from Colombo; Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct, by the R.M.S. "Perseus," due in London on 14th November, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent,
Hongkong, 19th September, 1908.

NORTHERN PACIFIC LINE

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
KEELUNG, MOJI, KOBE, YOKKAICHI,
SHIMIZU AND YOKOHAMA.

Steamer Tons Captain To Sail

Craigvar 4,415 B.C. Edmonds Oct. 9
Sataville 6,235 W. Shotton Nov. 10
Kumarto 6,232 F. S. Cowley Dec. 1
Yeddo 4,563 G. B. McGill Dec. 22

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents
Queen's Buildings.

Hongkong, 26th September, 1908.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG
FOR NEW YORK & BOSTON.

S.S. "SHIMOSA" 13th Oct., Noon.

FOR NEW YORK:

S.S. "PATHAN" 31st October.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 30th September, 1908.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI"

Captain Macfarlane, will be despatched as above on or about MONDAY, 19th October.

For Freight, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 22nd September, 1908.

STEAM TO CANTON

THE New Twin-Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. Grawe.

Leave Hongkong for Canton at 9 every evening. (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening. (Sunday excepted).

These fine new steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity, Electric Fans in First Class Cabins.

Passage Fare—Single Journey £4.

Meals £1.25 per day.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD.

and

SHILOH ON S.S. CO., LTD.

No. 8, Queen's Road West.

For Freight or Passage, apply to

SHEWAN TOME'S & CO.,
GENERAL MANAGERS.

Telephone No. 26. September, 1908.

Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAM
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE
(Calling at Port Darwin and Queensland
Ports, and taking through cargo
to Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helm will be despatched at above on THURSDAY, the 15th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Steward and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 21st September, 1908.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 26th September, 1908, for 5 Men.

BUTCHER MEAT. Cents.

Beef sirloin & prime cut—Mei Lung Pa 18

" Corned—Ham Ngau Yuk 18

" Roast—Shiu " 18

" Breast—Ngau Lam 18

" Soup—Tong Yuk 18

" Steak—Ngau Yuk Pa 18

" " Sirloin—Ngau Lab 18

" Sausages—Ngau Yuk Chauung 18

Bullock's Brains— " 18

" Tongue fresh—Ngau Li 18

" " corned—Ham Ngau Li 18

" Head—Ngau Tan 18

" Heart—Ngau Sum 18

" Kump—Salt—Ngau Kin 18

" " Fest—Ngau Kee 18

" Kidneys—Ngau Yiu 18

" Tail—Ngau Mei 18

" Liver—Ngau Con 18

" " Tripes (undressed)—Ngau To 18

Calves' Head and Feet—Ngau-chai-kuok 18

" " set \$1.00

Mutton Chop—Young Pai Kwat 18

" Leg—Young Pai 18

THE PATENT LAW IN KOREA.

ACTION OF JAPAN'S TRADE MARKS.

A Chemulpo dispatch to the *Osaka Jiji* states that the Japanese in Korea have been sending in applications for the protection of their industrial property in accordance with the Treaty just signed by Japan and the United States regarding the protection of trade-marks, patents, designs, and copyright in Korea. The applications total in already number 13, chiefly for the registration of trade-marks and patents. Among the applications one has been found for the registration of a trade-mark identical with the "Hero" mark owned by the Anglo-American Tobacco Trust, and the latter is now demanding the withdrawal of the application. It is reported that applications have also been made by the Japanese for the registration of various trademarks owned by Messrs. Holme, Ringer & Co., with the result that a panic has set in among foreign merchants in Korea. The representatives of Messrs. Baudot & Co., Meyer & Co., Holme, Ringer & Co., the agents of the Anglo-American Tobacco Trust, and other foreign firms in Chemulpo have held a meeting to consider the course to be taken against this action on the part of the Japanese. On this question, the manager of a foreign firm in Chemulpo remarks that foreign merchants will watch with much interest the course the Japanese Government takes in dealing with the applications sent in for registration of trademarks held by foreign merchants. In the event of the Japanese Government granting the registration of such trade-marks, the foreign firms will lose no time in lodging a protest, which may develop into a diplomatic question. Foreign trade in Korea, continues this authority, is chiefly in the hands of British, German, and Chinese merchants. American commercial interests in Korea are very small, and mainly confined to kerosene oil and flour. The Treaty between Japan and the United States will be of very little advantage to American merchants. It has only provided an opportunity for dishonest Japanese to encroach on the commercial rights of the merchants of other nationalities. —*Japan Chronicle*.

Shipping.

Arrivals.

Delta, Br. s.s., 4,750, B. W. Snow, 30th Sept., —
Bombay 16th Sept., and Singapore 26th, Mails and Gen.—P. & O. S. N. Co.
Amara, Br. s.s., 1,165, C. J. Maittock, 30th Sept., —Hongay 28th Sept., Coal.—J. M. & Co.
Kanagawa Maru, Jap. s.s., 2,821, N. Ohno, 1st Oct., —London 25th Aug., and Singapore 29th Sept., Gen.—N. Y. K.
Haiching, Br. s.s., 1,287, W. C. Passmore, 1st Oct., —Foochow and Swatow 30th Sept., Gen.—D. L. & Co.
Mandason Maru, Jap. s.s., 3,245, Shimidzu, 1st Oct., —Moj 25th Sept., Coal.—M. B. K.
Joshia Maru, Jap. s.s., 702, Y. Kuburaki, 1st Oct., —Swatow 30th Sept., Gen.—O. S. K.
Ichang, Br. s.s., 1,218, Tucken, 1st Oct., —Wuhu 26th Sept., Gen.—B. & S.
Huichow, Br. s.s., 1,617, E. Forsyth, 1st Oct., —Tientan 22nd Sept., Gen.—B. & S.
Wray Castle, Br. s.s., McDowell, 1st Oct., —New York 24th Aug., Case Oil.—S. T. & Co.
Taihuan, Br. s.s., 1,122, J. T. Leing, 1st Oct., —Canton 10th Sept., Gen.—B. & Co.

Clearances at the Harbour Office:

Quinta, for Chinkiang.
Atiko Maru, for Manila.
Dervent, for Saigon.
Catherine Apear, for Singapore.
Ichin, for Canton.
Telemachus, for Saigon.
Bulckow, for Canton.
Takasaki Maru, for Singapore.
Manda, for Wuhu.

Diversities

Oct. 1.
Kwanglee, for Shanghai.
Nankee, for Saigon.
John Hardie, for Newcastle.
Kuklung, for Canton.
Delta, for Shanghai.
Catherine Apear, for Calcutta.
Deridur, for Nagasaki.
Deridur, for Saigon.
Kainow, for Samarang.
Maria Richmara, for Haiphong.
Buji Maru, for Swatow.
Telemachus, for Saigon.
Gilbert, for Kung-chow-wan.

Passengers arrived.
Per *Haiching*, from Coast Ports—Messrs. Stockwell, Arnold and Mason.
Per *Kanagawa Maru*, from London & Co. for Hongkong—Mr. and Mrs. H. J. Sharples, Miss L. Sharples, Mr. Chamberlain, Mrs. St. S. Parsons, and Mr. H. Devereux. For Shanghai—Miss K. Gibson, Mrs. Ramsay, Miss J. Ramsay, Master A. Ramsay, Miss C. Ramsay, Master J. Ramsay, Miss Fairbairn, H. C. Zimmerman, and Mr. J. Gard. For Kobe—Dr. M. Anasaki, Lord Cannanoy, and Hon. Maurice Stoney. For Yokohama—Mr. and Mrs. G. Nishi, Miss K. Nishi, Mr. C. H. Hall, Rev. J. Ima, Messrs. M. Yatsuyanagi, H. Tachikawa, Miss T. Takatsuka, Messrs. J. Burrows, F. Painter, F. Jackson, and E. E. Alane, for Chemulpo—Mr. and Mrs. C. W. Bonwick, Miss F. Bonwick, Misses R. Bonwick, M. Foster, E. Ward, Mr. and Mrs. A. Milson.
Per *Delta*, for Hongkong—Mr. T. de C. Rosario, from London—Mr. E. de C. Rosario, Miss N. Hughes, Square, Mr. Stewart, Layings and native servant, Mr. and Mrs. Morris and a child, Mr. and Mrs. Kishier. From Singapore—Messrs. E. J. G. Grant, D. Harvey, T. Oberon, S. P. Cheng, J. Basquoye, Bartolus, Casillo, and 2 Stampor. For Shanghai from London—Miss Craig, Master Levy, Miss Whitley, Mr. C. Annes, Mrs. Coppistone, Mr. Cockburn, Miss Dick, Capt. Thomas, Misses E. Rutt, Barclay, Hodge, Spicer and Coppistone, from Marseilles—Messrs. Holdsworth, Jarrett, and Staley. From Singapore—Mr. Pryne, for Yokohama from London—Mr. Northrop, from Singapore—Mr. C. H. Allen, and a native servant from Bombay. From London, for Hongkong via Manila—Messrs. de la Roma and J. Rivers.
Per *Haiching*, from Tientsin—Mr. Walters, passengers departed.

Per *Monarchs*, for Shanghai, &c.—Messrs. R. H. B. Heath, E. V. Hallmeyer, Rev. and Mrs. T. H. Smith and family, Mr. and Mrs. Mervin, Messrs. T. Ling, Sung, Mr. J. Ellett, Misses S. Van Stover and family.
Misses S. Van Stover and family.

Shipping Reports.

Mr. *Haiching*, from Tientsin—Ling, N.E. wind and showery.

Mr. *Haiching*, from Foochow and Swatow—Fresh to moderate N.W. monsoon and cloudy.

Mr. *Ichang*, from Wuhu—Light variable winds and fine weather to Chapel Id. from 4th inst., N.E.

The H. A. L. s.s. *Brasilia* left Shanghai on 30th ult., at noon, and may be expected here on 4th inst., 8 a.m.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Yokohama at 8 a.m. on 1st inst., and leaves again at 3 p.m. same day for Kobe, where she is due to arrive at 3 p.m. on and after 4th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Nagasaki at 8.30 a.m. on 1st inst., and leaves again at 4 p.m. same day, for Kobe, where she is due to arrive at 7 p.m. on 2nd inst.

The Java-China-Japan Line's s.s. *Tjilawang* left Makassar, in this port on 26th ult., and may be expected here on 1st inst., daylight. She will call for Shanghai at Japan on 8th inst.

Mr. *Haiching*, from The Canal.

11th September—*Armand Béth*, Diamond,

Komo Maru, *Glasgow*, *Nubla*, *Poona*, 15th

September—*Benavon*, *Koranna*, *Telemachus*,

Menas, *Prins Alice*, *Psing*, 18th September

Menas, *Psing*, *Psing*, 18th Sept., and

Hohw 27th, Rice and Gen.—J. & Co.

Chenoy Shing, Br. s.s., 1,356, V. McLennan

Liddell, 25th Sept.—Canton 26th Sept.

Gen.—J. M. & Co.

Cholting, Ger. s.s., 1,021, F. Buecking, 28th Sept.—Bangkok 22nd Sept., Rice, &c.—S.

Coursefield, Br. s.s., 4,897, J. Wiseman, 25th

May—Moj 1st, May Coal—M. B. K.

Dagny, Nor. s.s., 885, O. Abrahamsen, 29th

Sept.—*Chefoo* 24th Sept., Beans and Gen.

—Aagaard, Thoresen & Co.

Dakota, Br. s.s., 2,59, Ross, 23rd Sept.,

from San Francisco, *Kerosine Oil*.—S. O. Co.

Dutur, Nor. s.s., 1,12, J. Bling, 29th Sept.—

Bangkok 21st Sept., Rice—Aagaard,

Thoresen & Co.

Fitzpatrick, Br. s.s., Williams, 20th Sept.—

Penang 20th Sept., Gen.—Order.

Fiume Maru, Jap. s.s., 1,560, Marpin, 26th

Sept.—*Foochow* 23rd Sept., Ballast.—A. P. & Co.

Germany, Ger. s.s., 539, H. Flügel, 21st

Sept.—*Sydney* 8th Aug., and *Psing* 15th

Sept.—*Copra*.—M. & Co.

Hullamshire, Br. s.s., 7,856, G. Elliott, 21st

Sept.—M. J. 16th Sept., Coal—Order.

Harbar, Br. s.s., 2,148, C. E. Begnall, 20th

Sept.—M. J. 16th Sept., Coal—Order.

Hongkong Maru, Jap. s.s., 1,451, H. S. Smith, 26th Sept.—San Francisco 19th Aug., and

Manila 4th Sept., Mails and Gen.—T. K. K.

Kutsang, Br. s.s., 4,805, R. C. D. Bradley, 28th

Sept.—*Bangkok* 10th Sept., Rice and Salt.—

V. & Co.

Machew, Ger. s.s., 995, R. G. Zolner, 24th

Sept.—*Moj* 20th Sept., Coal—Order.

Macduff, Br. s.s., 1,882, C. H. Birch, 26th

Sept.—*Moj* 20th Sept., Coal.—D. & Co.

Minnesota, Am. s.s., 13,323, Chas. Austin, 28th

Sept.—Seattle via Pots 20th Aug., and

Shanghai 20th Sept., Gen.—N. Y. K.

Monteagle, Br. s.s., 6,163, W. Davison, 9th

Sept.—Vancouver 15th Aug., and Shang-

hai 6th Sept., Mails and Gen.—C. P. R. Co.

Nikkko Maru, Jap. s.s., 3,439, A. E. Moses, 29th Sept.—Nagasaki 25th Sept., Gen.—

N. Y. K.

Oriel, Br. s.s., 2,206, G. Maddrell, 24th Sept.—

Moj 17th Sept., Coal—B. & S.

Petchabun, Ger. s.s., 2,100, C. Wolf, 28th

Sept.—*Pangkuk* 20th Sept., Rice, Meal

and Wood.—B. & S.

Quinta, Ger. s.s., 987, F. Frakim, 21st Sept.—

Samarang (Java) 11th Sept., Sugar.—S. & Co.

Rubi, Br. s.s., 1,619, R. W. Almond, 29th Sept.—

Manila 26th Sept., Hemp and Sugar.—

S. T. & Co.

Shantung, Br. s.s., 1,835, Robinson, 14th Sept.—

Sourabaya 7th Sept., sugar.—B. & S.

S. T. & Co.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE REVENUE AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$25	\$25	\$1,500,000 \$14,000,000 \$250,000	\$2,005,774	Interim of £2 for first half year @ ex 1/3 - \$21,042	51 1/2	\$772 1/2 London & Co
NATIONAL BANK OF CHINA, LIMITED.								
National Bank of China, Limited	99,925	\$7	\$6	\$1,500,000 \$210,000 \$250,000	\$10,223	\$2 (London 1/6 for 1907)	...	850
MARINE INSURANCES.								
Guangzhou Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$210,000 \$250,000	none	\$20 for 1906	94 1/2	\$210 sellers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 100,000 Tls. 204,424	Interim of 7/6 ex 2/5 for 1907	6 1/2	Tls. 85 buyers	
UNION INSURANCE SOCIETY OF CANTON, LIMITED.								
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000 \$90,000 \$202,478 \$120,000 \$27,049	\$2,500,000	Final of \$15 making \$45 for 1906 and Interim of \$30 for 1907	51 1/2	\$790
Yangtze Insurance Association, Limited.								
Yangtze Insurance Association, Limited	13,000	\$100	\$60	\$1,000,000 \$100,000 \$85,157	\$591,763	\$12 and bonus \$3 for 1906	9 1/2	\$107 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	7,000	\$200	\$10	\$15,802	\$72,452	\$6 and bonus \$2 for 1906	88 1/2	\$94 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,215,941	\$458,027	\$27 for 1906	84 1/2	\$125
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$264,638	\$1,035	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000	Nil	\$1 for year ending 30. 1. 8	10 1/2	\$141
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$17,755	51 1/2 for first half-year ending 30.6.08	74 1/2	\$281 buyers	
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	\$5	\$5	\$144,000	6 for 1907 on Preference shares only @ ex 1/9 11/16 - \$3. 154	45 1/2	\$35	
do. (Deferred)	60,000	\$5	\$5	\$13,755	...	...	...	\$20
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 14,510	Interim of Tls. 15 for account 1908	78 1/2	Tls. 47 sellers
do. (Preference)	100,000	\$1	\$1	\$72,817	Final of \$1 - making \$1 for 1907 and in- terim of \$1 (No. 10) for a/c 1908	7 1/2	Tls. 51 buyers	
"Shell" Transport and Trading Company, Limited	2,000,000	\$10	\$10	\$100,000	\$98	\$100 for year ending 10.4.1908 \$50,500	4 1/2	\$25
"Star" Ferry Company, Limited	10,000	\$10	\$5	Tls. 140,000	...	...	38 1/2	\$15
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 10,000	Tls. 6,869	Final of Tls. 4 making Tls. 5 for 1907	11 1/2	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$32,538	Dr. \$279,371	48 for year ending 31.12.07	...	\$125
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$150,000	Dr. \$135,131	Tls. 18,07	...	222
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$150,000	Tls. 4,171	Tls. 47 (1/2) for year ending 31.6.08	11 1/2	Tls. 90 buyers
MINING.								
China Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$150,000	Dr. \$1,556	Interim of 1/6 (No. 10) for account 1908	78 1/2	Tls. 16
Raub Australian Gold Mining Company, Limited	150,000	\$10	\$10	\$12,809	Dr. \$2,191	Final of 1/6 of 1/6 = 48 cents	...	372
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$15	\$15	\$53,601	\$3,726	4 1/2 for year ending 31.12.07	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$10	\$10	\$16,000	...	...	...	...
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$16,816	...	...	...	...
Shanghai Dock and Engineering Co., Ltd.	35,700	Tls. 100	Tls. 100	\$10,000,000	384,817	Final of \$4 for account 1907	84 1/2	\$95
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	\$16,697,257	Tls. 33,742	Final of Tls. 24 making all Tls. 5 for year ending 30.4.08	6 1/2	Tls. 86
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$18,500	Tls. 6,431	Tls. 6 for 1907	6 1/2	Tls. 100 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$30,000	Dr. 1,20	\$3 for year ending 30.6.07	...	117 sellers
Central Stores, Limited	50,183	\$25	\$25	\$1,000	...	\$180 for 1906	...	\$12 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$148,975	\$14,639	60 cents for year ended 28.6.06	98 1/2	277
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$22,000	...	98 1/2 for 1907	94 1/2	\$94 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$250,000	...	98 1/2 for 1907	74 1/2	\$9 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$217,436	14,621	50 cents for 1907	61 1/2	\$27
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,000,000	653	51 1/2 for 1907	7 1/2	...
West Point Building Company, Limited	12,500	\$50	\$50	\$1,523,045	Tls. 107,547	Interim of Tls. 3 for account 1908	7 1/2	...
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,500,000	...	Interim of \$2 for account 1908	7 1/2	...
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$10	\$150,000	8,807	Tls. 24 for year ending 31.12.07	4 1/2	Tls. 63 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$150,000	0.553	50 cents for year ending 31.12.07	4 1/2	...
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	None	Tls. 6,519	...	...	Tls. 60 sellers
Soy Chae Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 6,303	Tls. 8 for 1906	...	Tls. 85 sellers
MISCELLANEOUS.								
Ball's Asbestos Eastern Agency, Limited	8,604	12/5	12/5	\$1,500	1,443	101 per share for 1907 = \$1,037	13 1/2	571 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$25,000	Nil	11.20 for 1907	11 1/2	\$102
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000	\$25,000	60 cents for year ended 28.6.06	...	561
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$120,000	\$28,593	60 cents for 1907	84 1/2	591 sellers
Dairy Farm Company, Limited	25,000	\$10	\$10	\$10,000	\$2,074	\$1.30 for year ending 31.12.07	6 1/2	260 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$12,000	...	Interim of 40 cents for account 1908	12 1/2	\$10 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	15,078	75 cents for 9 months ending 31.12.07	8 1/2	\$12 buyers
Hall & Holt, Limited	21,000	\$20	\$20	\$166,000	18,97	32 for year ending 18.6.08	10 1/2	260 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000	...	11 and bonus 20 cents for year ending 19.1.08	6 1/2	...
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$120,000	14,578	Interim of \$1 for account 1907	8 1/2	...
Hongkong Rope Manufacturing Company, Ltd.	63,000	\$10	\$10	None	18,191	Interim of \$1 for account 1908	8 1/2	...
Maastrichtspoor tot Mijna, Bosch en Landbouwex-plantaties in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 17,327	Interim of \$1 for 1907 and for quarter	52 1/2	...
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000	7,471	80 cents on fully paid shares and 6 cents on 5% paid shares for year ending 30.4.08	4 1/2	52 1/2 buyers
Philippine Company, Limited	50,000	\$10	\$10	None	...	...	...	58
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 for 1907	6 1/2	Tls. 11